

## North America Emission Control Area Fuel Oil Non-Availability Report

## ECA0100

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##

##(Include Double Pound for comments, not form fields)

##Report Form ID

Ship Operator Name

Vessel Name

BBC Chartering Carriers MV Maple Lea

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Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice	Name of Ports after First Notice
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Germany	9358034	12/29/2014	Charleston	Charleston
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Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption
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Altamira Mexico	Charleston, S.C.
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11

12

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Name of Original Fuel Supplier with Disruption   Number of Fuel Suppliers Contacted   Date of Entry in the ECA

United Fuel Suppliers

3

12/28/2014

Time of Entry in the ECA   Sulfur Content of Non-Compliant Fuel Oil   Projected Hours on Main Propulsion

1800 MGO <0,5% sulphur

17

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Name of First POC   Compliance Fuel Oil Available at First POC?   Plan to Bunker Compliant Fuel Oil at First POC?

Gibraltar

YES

Yes

20

21

22

Number of fuel suppliers contacted at First POC   Name of Second POC   Compliant Fuel Oil at Second POC?

1 Marina di Carrera   no

Plan to Bunker Compliance Fuel Oil at Second POC?    Number of Fuel Suppliers Contacted at the Second POC?

no

0



25

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27

Date of Exit from ECA? Time of Exit from ECA? Has this vessel operated in the ECA in previous 12 months?

est 2-2-2015

Est 20:00hrs

yes

28

29

30

Number of Separate Visits to the ECA   Number of Ports visited in the ECA   Previously submitted ECA0100 forms?

1

1

0

Number of Submitted Reports   Designated Corporate Official Name   Designated Corporate Official E-mail

0 Wade Hampton

[wade.hampton@bbc-chartering.com](mailto:wade.hampton@bbc-chartering.com)

Designated Corporate Official Phone Number    Description of Actions to Achieve Compliance

##Contrary to the original voyage planning, the vessel was planned to  
 > leave the North American ECA on 30th December 2014, MV "Maple  
 Lea"  
 > will remain in the ECA beyond 01.01.15 for a short time.  
 >  
 > Considering the short notice and the unexpected change of plans,  
 until  
 > this moment we were not able to arrange additional bunker of low  
 > sulphur MGO for power generation alongside and for the  
 subsequent  
 > departure from Charleston bound for Europe.  
 >  
 > Therefore, we would like to ask you to grant us an exemption for:  
 >  
 >  
 > a. the current port stay in Charleston (using MGO <0,5% sulphur  
 > for power generation)  
 >  
 > b. subsequent single voyage from Charleston using low sulphur HFO  
 > (below 1% sulphur content) on the shortest way out of the ECA area  
 >  
 > Both a.m. fuel grades are compliant with the MARPOL VI ECA  
 regulations  
 > until 31.12.14.

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